

THE DAILY HERALD.

Salt Lake City, - - Utah

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THE HERALD,
Salt Lake City, Utah

THE WORLD MOVES.

"But this is not the worst thing about it. The point is that it is simply infamous to allow this system of white slavery to flourish in New England. The great powers of Europe are using every endeavor to suppress the slave trade in Africa, and America is in sympathy with them; but what about the slave traffic carried on in the very shadow of that famous cradle of liberty, Faneuil Hall? It is time to start a crusade against these Puritan dealers in human flesh?"

This is the language of a leading editorial in the Atlanta Constitution, the principal newspaper in Georgia, and among the leading journals of the South. Now read the extract again, and then we will tell you that it was called forth by the account of the arrest, trial and conviction of one Parsons, at Northampton, Mass., a few weeks ago. The Herald has before told of the case. Parsons was engaged in the business of importing ignorant foreigners to work for the task-masters and slave-drivers of the old commonwealth. His system was to gather these slaves in Europe, pay their passage across the ocean and then hire them to the farmers and mill-owners, collecting their wages and allowing them a percentage of the money they earn. He did a thriving business in this slave trade; but a few weeks ago, it will be remembered, he was exposed and came to grief. He was en route to deliver a Polish slave when, being overtaken by a blizzard, he chained the wretch to the wagon seat and left him to perish, while the master sought shelter and warmth. The Pole was discovered by strangers and his life saved, when the facts of Parsons' business came out, and his prosecution and conviction followed.

But the wonder of this affair is not that there is real slavery in Massachusetts, but that a newspaper published in the very heart of the South should openly and earnestly denounce it. A few years ago, an abolition editor in Georgia would have ornamented a sour apple tree while his soul went marching on. The world moves and the war was not a failure.

SALT LAKE AND LOS ANGELES

Bishop John Sharp has gone to Boston where he will meet the other directors of the Union Pacific Railway Company on the 16th instant. Among other matters to be discussed at the meeting will be the propriety of extending the Utah Central to the Coast, a subject which has been under consideration for many years. Until lately the Union Pacific has been deaf to all representations and appeals for the continuation of the line, one excuse or another being presented whenever it was suggested that they go ahead. For the past two years the excuse has been that government had its fingers on the throat of the company and was squeezing the life out of it; that until Congress assented to some arrangement for extending the time for the payment of the debt due the nation, the Union Pacific was powerless to do anything, because it was handicapped in the matter of borrowing money. This reason for not going on with the Utah Central has been repeated so many times that some of those who employ it actually believe it; whereas there is absolutely nothing in it. Since the organization of the company there has never been a year in which new track was not laid or branches built. Last year, in the face of the appeal to Congress for a loosening of the government's clutch in order that it might save itself and make money through the construction of branches and feeders, the company went along building as before. The bond extension bill is still in the House where it is being held back by the clever tactics of the company's enemies, but the Union Pacific announces that it is about to engage in extensive building so as to shut out what threatens to become a formidable rival, the "Pacific Short Line," which has been projected and which is to run from Sioux City, Iowa, to Salt Lake, 930 miles, and from this city to Los Angeles, 750 miles.

In the light of what the Union Pacific has been and is doing, let us hope that the chestnut about the inability to borrow money will be cracked no more. Let us also hope that Bishop Sharp will be able, at the coming consultation, to obtain a positive declaration as to the intention of the company in regard to the Utah Central. If the Union Pacific will say that it does not intend to extend the road, then the stockholders of the Central, and capitalists and enterprising citizens, will know exactly what to do.

There is not an intelligent man in

Utah who has given the matter any thought and study, but knows that a railway between Salt Lake City and Los Angeles would prove a magnificent property. So promising is the opening for a line that it is believed by some at least that had it not been for the adverse influence exercised by the Union Pacific an independent road would now be fairly under way. If it were known that the Union Pacific would not cross the territory, it is firmly believed that money necessary to construct and stock an independent line could be readily obtained. Such a showing of resources has been made as fully satisfies capitalists, and they would invest were it not for the fear that the Union Pacific would parallel the road and divide the business.

It cannot be denied that the Union Pacific has, in this matter, played the part of the dog in the manger. It should now be asked to define its position and declare its intentions, in order that others may know what to do. It is due to the people of Salt Lake and those of Los Angeles, that the Union Pacific directors make the declaration; and it is due to the stockholders of the Utah Central, whose 280 miles of railway should long since have been made more or less. The Herald believes it would be better for the Union Pacific than for any other company to own this through line. We have always believed that the extension to the Coast by the route indicated, was essential to the welfare and success of the Union Pacific, which ever since the opening of a second transcontinental road has been at the mercy of rival lines. But if the Union Pacific doesn't want the territory, and doesn't care to be independent of its enemies, let it say so, and work will soon begin on a road to connect Salt Lake with Los Angeles and tide water.

Let us hope that Bishop Sharp will be sufficiently persuasive and influential to call forth an order to proceed, for more than anything else would such an order help Salt Lake.

UNION BUILDING.

THE HERALD is not entirely certain that it will be the best thing for the city and the county to do to "pool their issues," as it were, in a union building. There are arguments for and others against the proposition. The chief argument in favor of the scheme is the one based on economy. The City Hall is entirely too small for the purpose, and there is in the County Court House no more than half the room required for the business that properly belongs in the building. Besides, both the City Hall and the Court House are far "behind the times" as public buildings. The fact is, while a good many years ago citizens were rather proud than otherwise, of the City Hall, and less so of the Court House, to-day people are somewhat ashamed of those structures which are not creditable to the spirit of enterprise, progress and improvement of the city. As we understand it, neither the county nor the city is financially able to erect such a building as is demanded, nor one that would be a credit to the city. If the city or the county had the money, or was likely to get it in the near future, to build such a structure as the town and the times demand, we would not be in favor of the scheme. Joint control of a public building is not relished, and two handsome, stately structures would be more in keeping with the ambition of Salt Lake than one. Economy decides in favor of a combination Court-House and City Hall, and if in time circumstances shall make it possible or advisable for the municipality or the county to purchase the interest of the other, a second public building may come along.

But what we want to say this morning is that if the arrangement talked about shall be agreed upon, let us build for all time. Let us not entertain the makeshift idea in anything about the building, but in size, material and architecture, erect a structure that will be a credit to the city and the pride of the citizens for longer than a decade. Let us build in the conviction that Salt Lake has just begun to grow as a city, having gotten beyond village proportions, and that her strides hereafter will be swift and unceasing. Twenty years ago the City Hall was a magnificent building, and excited the admiration of all western visitors; to day it is so much inferior to the municipal buildings in other places, that our people who have traveled do not put on airs when they point out the squat, plain, rather forbidding pile of red sandstone on First South. The growth of the city during the past twenty years will be as nothing to the progress of the next twenty. Therefore let us build with the idea that we are going to run, whereas we have been only crawling.

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